

FFY 2017 – FFY 2019

# Disadvantaged Business Enterprise Triennial Goal and Methodology



Metropolitan  
Transportation  
Commission (MTC)

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Revised March 1, 2017



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## Introduction

The Metropolitan Transportation Commission (MTC) hereby submits a revised Disadvantaged Business Enterprise (DBE) Triennial Goal and Methodology for Federal Fiscal Year (FFY) 2017 through 2019 as requested by the Federal Transit Administration (FTA) in its letter dated January 5, 2017 from Lynette Little, Region IX Civil Rights Officer. This document will supersede the DBE Triennial Goal submitted to FTA on July 21, 2016.

The Metropolitan Transportation Commission is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. As a recipient of FTA funding to subsidize capital and/or operating transit related activities, MTC is required to submit an overall goal for DBE participation over the upcoming three federal fiscal years. **The revised overall DBE goal of 6% contained herein represents anticipated DBE participation in FTA-assisted activity for FFY 2017 to FFY 2019 to be achieved 5% race (and gender)-neutrally and 1% race (and gender)-consciously.**

## Background

The Disadvantaged Business Enterprise (DBE) overall goal setting methodology is a requirement set forth in the United States Department of Transportation (USDOT) DBE regulations, 49 Code of Federal Regulation (CFR) Part 26.45. The DBE regulations require USDOT recipients to set an overall goal based on demonstrable evidence of the availability of ready, willing and able DBEs relative to all businesses ready, willing and able to participate on DOT- assisted contracts. The goal must reflect MTC's determination on the level of DBE participation expected absent the effects of discrimination.

## FTA-Assisted Contracting for FFY 2017 – 2019

MTC receives various levels of FTA formula funding directly from FTA and indirectly from California Department of Transportation (Caltrans) and other FTA transit grantees. MTC has been the direct recipient of three FTA formula programs, and has subrecipients for each of those programs. These programs include 5339 Bus & Bus Facilities, 5316 Job Access Reverse Commute (JARC), and 5317 New Freedom funds.

Fixing America's Surface Transportation (FAST) Act was signed into law in December 2015. The act supports transit funding through fiscal year 2020 and reauthorized several FTA programs. State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 (Urbanized Areas) and 5311 (Rural Areas) programs may now be direct recipients of Section 5339 funds, regardless of their designated recipient status. This reauthorization has removed MTC as the direct recipient of 5339 funds and has significantly reduced the number of subrecipients under MTC's oversight. Therefore, these 5339 program funds are not reflected in MTC's FFY 2017 – FFY 2019 FTA-assisted contracting activity.



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Job Access and Reverse Commute (5316) and New Freedom (5317) programs have expired; however, MTC has a few remaining 5316 subrecipients that have expendable funds available in federal fiscal year 2017. These funds are programmed to nonprofits and other agencies ineligible as direct recipients. MTC’s FFY 2018 and FFY 2019 FTA-assisted contracting activity does not include 5316 and 5317 funding.

MTC is a subrecipient of Urbanized Area (5307) and State of Good Repair (5337) funds from direct FTA grantees for the Clipper Project. These 5307 and 5337 funds account for a large percentage of FTA-assisted projects during the FFY 2017 through FFY 2019 periods. MTC will execute memoranda of understanding with area FTA grantees to establish procedures to ensure FTA contracting activity is captured appropriately in FTA DBE goals and Uniform Reports.

The DBE regulations state that the overall goal should be expressed as a percentage of all FTA funds (excluding the purchase of transit vehicles) that MTC (and subrecipients under MTC’s oversight) will expend in FTA-assisted contracts over the next three federal fiscal years. The dollar amounts in **Table 1** reflect the full contract amount for each project, as opposed to only the FTA funded share, because the FTA funded percentages in MTC contracts are usually uncertain until project solicitation.

Table 1

Project	FFY 17	FFY 18	FFY 19	FFY 17 - 19
Regional On-Board Transit Survey	\$ 750,000	\$ 750,000		\$ 1,500,000
Clipper Card Order	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 4,800,000
Clipper Tech Advisor	\$ 800,000	\$ 640,000	\$ 480,000	\$ 1,920,000
Clipper Capital Project Support	\$ 160,000	\$ 160,000	\$ 160,000	\$ 480,000
Clipper Test Bed Upgrades	\$ 80,000			\$ 80,000
Clipper Fraud Reduction Initiatives	\$ 240,000			\$ 240,000
TVM/TOT PCI Compliance Upgrades	\$ 400,000			\$ 400,000
Clipper-Expanded Limited Use Tickets	\$ 160,000			\$ 160,000
Clipper-New Driver Console	\$ 400,000			\$ 400,000
Clipper-Replace Handheld Card Readers	\$ 1,600,000	\$ 1,600,000		\$ 3,200,000
C2 Strategic Planning	\$ 200,000	\$ 200,000	\$ 240,000	\$ 640,000
Clipper Network Communication/Replace	\$ 200,000	\$ 4,200,000	\$ 32,240,000	\$ 36,640,000
Clipper-Legal Support	\$ 560,000	\$ 400,000	\$ 240,000	\$ 1,200,000
C2 Technical Assistance	\$ 1,600,000	\$ 1,360,000	\$ 240,000	\$ 3,200,000
<b>Subrecipient Activity</b>				
San Leandro LINKS Shuttle	\$ 100,000			\$ 100,000
Ways to Work- Peninsula Family Svcs.	\$ 100,000			\$ 100,000
Neighborhood Bicycle Centers	\$ 100,000			\$ 100,000
Lifeline Cycle 5 Pilot Project		\$ 500,000		\$ 500,000
<b>Total</b>	<b>\$ 9,050,000</b>	<b>\$ 11,410,000</b>	<b>\$ 35,200,000</b>	<b>\$ 55,660,000</b>



## Goal Methodology

DBE regulations require that MTC include with the overall goal submission a description of the methodology used to establish the goal, including the base figure and the evidence with which it was calculated, and the adjustments made to the base figure, if any, and evidence relied upon for the adjustments. This section outlines the process utilized to establish the step-one base figure and consideration given to determine if a step-two adjustment of the base figure is necessary.

### Establishment of Local Market Area

**Figure A**



The US Department of Transportation (USDOT) *Tips for Goal Setting* recommends explaining how the local market area was determined. The local market area is the area in which the substantial majority of the contractors and subcontractors with which MTC does business are located and the area in which MTC spends the substantial majority of its contracting dollars. As previously mentioned, MTC is the coordinating agency in the nine-county San Francisco Bay area. The local market area was determined to be the nine counties in the San Francisco Bay area based on MTC and its subrecipients' contractor location and contract expenditures. **Figure A** illustrates the nine counties in MTC's local market area. These counties include Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma.

### Step One: Determination of a Base Figure

MTC examined various sources identified in the US DOT *Tips for Goal Setting* to measure the relative availability data. MTC determined that the DBE directory and US Census data were the most appropriate sources available to estimate the relative availability of DBEs and non-DBEs in the market area. Weighting of project activity with the applicable North American Industry Classification System (NAICS) code is encouraged by the *US DOT Tips for Goal Setting* to ensure the step one base figure is as accurate as possible. **Table 2** presents contracting opportunities broken down by NAICS codes with the weighted amounts for the FFY 2017-19 projects.

**Table 2**

NAICS Code	Category of Work	Amount	Category Weight
238210	Electrical Contractors	\$ 480,000	0.86%
334118	Computer Terminal and Equip. Mfg.	\$ 8,160,000	14.66%
48599	Transit and Ground Passenger Transp.	\$ 800,000	1.44%
522320	Financial Transactions Processing	\$ 640,000	1.15%
541330	Engineering Services	\$ 36,640,000	65.83%
541110	Legal Services	\$ 1,200,000	2.16%
541611	Management Consulting Services	\$ 6,240,000	11.21%
541910	Marketing Research	\$ 1,500,000	2.69%
		<b>\$ 55,660,000</b>	<b>100.0%</b>



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The base figure was calculated using the methods prescribed in the US DOT *Tips for Goal Setting*, with ready, willing and able DBEs as the numerator in each work category and all firms (DBEs and non-DBEs) as the denominator. MTC examined the relationship on relative availability and size of projects during the triennial period. Through incorporation of weighting, MTC further refined the data based on relative availability for applicable projects. After establishing weights, MTC determined the best sources for DBEs and census data were the California Unified Certification Program (CUCP) and US County Business Patterns, respectively.

**Table 3** shows the relative availability of DBEs by NAICS Code.

**Table 3**  
(DBEs) ÷ (All Firms) = Relative Availability

NAICS Code	Category of Work	DBE Availability	All Firms (including DBEs)	Relative Availability
238210	Electrical Contractors	91	1666	0.0546
334118	Computer Terminal and Equip. Mfg.	0	54	0.0000
48599	Transit and Ground Passenger Transp.	9	89	0.1011
522320	Financial Transactions Processing	2	148	0.0135
541330	Engineering Services	327	2352	0.1390
541110	Legal Services	26	4576	0.0057
541611	Management Consulting Services	519	3032	0.1712
541910	Marketing Research	75	367	0.2044

The step one weighted base figure is derived by multiplying the category weight by the relative availability as shown in the below equation.

$$\text{Base Figure} = \sum \frac{(\text{Number of DBEs Ready, Willing and Able})}{(\text{Number of All Firms Ready, Willing and Able})} \times \text{weight} \times 100$$

**Table 4**  
The Step One Weighted Base Figure

NAICS Code	Project	Weight	Availability	Weighted Base Figure
238210	Electrical Contractors	0.0086	0.0546	0.00047
334118	Computer Terminal and Equip. Mfg.	0.1466	0.0000	0.00000
48599	Transit and Ground Passenger Transp.	0.0144	0.1011	0.00145
522320	Financial Transactions Processing	0.0115	0.0135	0.00016
541330	Engineering Services	0.6583	0.1390	0.09152
541110	Legal Services	0.0216	0.0057	0.00012
541611	Management Consulting Services	0.1121	0.1712	0.01919
541910	Marketing Research	0.0269	0.2044	0.00551
			Total	0.11842
			(*100)	11.84213
			<b>Weighted Base Figure</b>	<b>11.84%</b>



Step Two: Adjusting the Base Figure

Once the base figure is calculated, the DBE regulations require that MTC examine all the evidence available in its jurisdiction to determine what adjustment, if any, is needed to the base figure to arrive at the overall goal. If the evidence does not suggest an adjustment is necessary, then no adjustment shall be made. Several factors must be considered in making a step two adjustment to the base figure. MTC considered the following factors for a step two adjustment:

- Past participation (the volume of work DBEs have performed in recent years) or other measure of demonstrated capacity; and
- Evidence from disparity studies conducted in the market area (including relevant studies commissioned by other contracting agencies in the market area);

Past participation of DBEs on MTC projects from previous years may not have included all subrecipient activity as suggested by FTA’s guidance. Therefore, MTC does not consider past participation as a relevant factor for a step two adjustment. MTC will develop procedures to ensure that all future subrecipient activity is properly documented and reported.

The *USDOT Tips for Goal Setting* suggests that consideration be given to disparity study data conducted in the market area. A disparity study was commissioned by Caltrans<sup>1</sup> to determine if any disparities existed in its FTA-assisted contracting activities. The disparity study final report was issued on December 14, 2014 and is available to the public on Caltrans’ website.

The study provided evidence for a step two adjustment based on an analysis of DBE participation on Caltrans’ FTA-assisted contracts. The study analysis indicated Caltrans had 0.2 percent DBE participation on FTA-assisted contracts. The study further stated, “if Caltrans were to adjust its base figure on DBE participation information from the disparity study, it might consider taking the average of its base figure and the 0.2 percent DBE participation.”

MTC reviewed the contents of the disparity study and considers the information to be relevant based on the similarity of MTC’s FTA-assisted contracting activities to those of Caltrans. Therefore, MTC determined that an adjustment to the base figure was warranted. MTC averaged its step one base figure from Table 4 with the DBE participation from the disparity study analysis to determine the overall DBE goal for FFY 2017 – FFY 2019.

Step One Base Figure	DBE Participation	Overall DBE Goal
11.84%	0.2%	6%

<sup>1</sup> Caltrans 2014 Disparity Study for FTA Contracts, Final Report December 5, 2014, conducted by BBC Research & Consulting.



## Public Participation

In establishing an overall goal, MTC must provide for consultation and publication. This includes: (1) consultation with minority, women's and general contractor groups, community organizations, and other officials or organizations that could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and MTC's efforts to establish a level playing field for the participation of DBEs; and (2) a published notice announcing MTC's proposed overall goal before submission to FTA. The notice must be posted on MTC's official web site. If the proposed goal changes following review by the FTA, the revised goal must be posted on MTC's official internet web site.

### Consultation

The Business Outreach Committee (BOC) is a consortium of San Francisco Bay Area Transit and Transportation Agencies. MTC, in collaboration with other BOC members, conducted a joint consultation meeting on April 12, 2016. Members of trade associations, chambers of commerce, builders' exchanges, and technical resource groups in the Bay Area were invited to the consultation meeting. Some of the topics discussed at the meeting included: the organizations' experience with DBE certification programs, the number of DBE constituents in their organization, and suggested race-neutral contracting practices. Comments were received and documented from meeting attendees; however, there were no comments that warranted a modification to MTC's goal setting approach. **Appendix A – Consultation Meeting**, includes documentation of the agenda, groups invited, groups attended and comments received during the meeting. The BOC also conducted a public participation meeting later in the day on April 12, 2016 to present the goal setting process and solicit public comment. Documentation regarding the public participation meeting is also part of Appendix A.

### Publication

A published notice announcing the proposed overall goal was posted on MTC's website prior to the original July 21, 2016 submittal. On January 5, 2017, FTA requested changes to MTC's proposed goal methodology that required a revised goal be posted on the MTC's official internet web site. **Appendix B – Publication**, contains documentation of the notices published prior to MTC's submission of its original DBE goal to the Federal Transit Administration on July 21, 2016 and its revised DBE goal on March 1, 2017.

DBE regulations grant recipients the discretion to inform the public that the proposed overall goal and its rationale are available for inspection during normal business hours at their principal office and for a 30-day comment period. The revised FFY 2017 – FFY 2019 DBE goal and methodology will be made available for inspection on MTC's website and comments on the goal methodology will be accepted for a 30-day period. Additionally, MTC will consult with the DBE community and hold a public participation stakeholder meeting within 60 days of the submission of the revised Triennial Goal and Methodology. All comments received during the public participation process will be analyzed by MTC to determine if revisions to the overall goal are warranted.



## Proposed Overall DBE Goal Breakdown

The revised proposed overall FFY 2017-19 DBE Goal for the MTC is 6%, which is one percentage point higher than the previous 5% DBE goal submitted to FTA on July 21, 2016.

The DBE regulations require a projection of the portions of the overall goal expected to be met through race (and gender)-neutral and race (and gender)-conscious measures. Regulations additionally require that the maximum feasible portion of the overall goal be attained through race (and gender)-neutral measures.

The 2014 Caltrans Disparity Study for FTA Contracts found evidence of discrimination. The disparity study determined the disparity index for minority and women-owned business enterprise utilization. A disparity index of 100 indicates parity between utilization and availability for a particular group for a specific set of contracts. A disparity index of less than 100 may indicate a disparity between utilization and availability, and disparities of less than 80 may be considered substantial disparity. Disparity indices are generally equated using the following formula:

$$\frac{\% \text{ actual utilization}}{\% \text{ availability}} \times 100 = \text{disparity index}$$

The Caltrans disparity study calculated disparity indices for minority and women business-owned groups on FTA-funded contracts<sup>2</sup>. The overall disparity for all groups was 91 ([10.4 utilization ÷ 11.4 availability] X 100), which means these groups received approximately 90 percent of the contract dollars that might be expected to be received based on their availability for those contracts. This leaves an approximate 10% disparity to be eliminated in order to reach parity. MTC will factor this statistical index data from the disparity study to calculate its portion of the overall goal to be met race (and gender)-neutrally. Based on the Caltrans disparity study, MTC will presume that it can meet 90 percent of its overall goal of 6 percent through race (and gender)-neutral measures. Therefore, the DBE goal split equates to 5.4% race neutral and 0.6% race conscious. **The numbers will be rounded to 5% race neutral and 1% race conscious<sup>3</sup>.**

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<sup>2</sup> Source: BBC Research & Consulting availability and utilization analyses.

<sup>3</sup> DBE regulation §26.45(h) requires the overall goal provide for participation by all certified DBEs and must not be subdivided into group-specific goals. Hispanic and Subcontinent Asian American-owned firms were found to have no disparity in the Caltrans study. MTC will continue to monitor participation of these groups in MTC's race conscious activities and seek a waiver to exclude these groups in accordance to §26.15, if necessary.



## Race-Neutral Implementation Measures

MTC will continue to utilize race-neutral methods to facilitate DBE participation by: 1) participating in DBE workshops and outreach efforts, 2) publishing all contracting opportunities on the MTC website (<http://procurements.mtc.ca.gov/>), and 3) reviewing pending solicitations to determine the feasibility of breaking the proposed contract into smaller scopes of work aimed at providing more opportunities for DBE and small business participation. As needed, the DBE Liaison Officer will assist prospective contractors to identify DBEs and SBEs that are ready, willing, and able to subcontract.

The MTC website (<http://mtc.ca.gov/about-mtc/doing-business-mtc/current-contract-vendor-opportunities>) has been made easier to navigate since MTC's last Triennial Goal and Methodology report and includes information on current, upcoming, and recently awarded contracts including awardees and contract amount. The website now allows firms to register online to receive notifications of procurements when they are issued. MTC's DBE program, BOC newsletters, "Tips for Responding to MTC Procurements," notices of upcoming events, and information on projects that receive funding from MTC, but are administered and contracted through other transportation and local agencies in the nine-county Bay Area are also posted on the website.

MTC mails notices of procurements to DBEs, and as a member of the BOC and Caltrans District 4 Calmentor program, MTC actively participates with other agencies in DBE and SBE outreach efforts. Events that MTC planned and/or participated in the last federal fiscal year include:

1. Caltrans Calmentor Meeting on October 6, 2015;
2. California Public Utilities Commission (CPUC) Small Business Expo on October 14, 2015;
3. Arup Small Business Open House on November 2, 2015;
4. Meet the Primes event on November 4, 2015;
5. Caltrans Prime-DBE Cooperative Workshop II on February 25, 2016;
6. Meet the Buyer event on March 23, 2016;
7. Caltrans Calmentor Meeting on March 24, 2016;
8. Consultation meeting on April 12, 2016;
9. Public Participation Session to provide information on upcoming transportation projects and provide input in the DBE goal-setting process on April 12, 2016;
10. Public Meeting and Prime Networking event on May 3, 2016; and
11. Quarterly District 4 Calmentor meeting and annual luncheon on May 5<sup>th</sup>, 2016.



## APPENDIX A – Consultation Meetings



## OVERALL DBE GOAL AND METHODOLOGY FFY 2017 – 2019

The San Francisco Bay Area’s Business Outreach Committee (BOC) was formed in November 2007, with the mission to help DBE and other small and/or local companies to expand their businesses by developing relationships with transit agency staffs and the contracting community of the San Francisco Bay Area. Its membership has grown to include fifteen agencies including:

1. Alameda County Transportation Commission (ACTC)
2. Alameda Contra Costa Transit District (AC Transit)
3. Central Contra Costa Transit Authority (CCCTA)
4. City of Rio Vista / Delta Breeze
5. Golden Gate Bridge Highway and Transportation District (GGBHTD)
6. Marin Transit
7. Metropolitan Transportation Commission (MTC)
8. Napa Valley Transportation Authority (NVTA)
9. San Francisco Bay Area Rapid Transit District (BART)
10. San Francisco Municipal Transportation Agency (SFMTA)
11. San Mateo County Transit District (SamTrans)
12. Santa Clara Valley Transportation Authority (VTA)
13. Transbay Joint Powers Authority (TJPA)
14. Western Contra Costa Transit Authority (WESTCAT)
15. Water Emergency Transportation Authority (WETA)

The BOC sent approximately 14,648 email invitations to a consultation meeting and public participation session held on April 12, 2016, at ACTC’s offices. Invitations to the consultant meeting were sent to 160 community organizations and small business resources centers. Invitations to the public participation session were sent to 14,648 firms in the CUCP DBE listing, minority and women businesses, DOT grantees, and consultants/contractors.

Of the 2 firms that attended the consultation meeting and 26 firms that attended the public participation meeting, many commenters emphasized the need for more outreach to the DBE community, and the need for notification about upcoming procurement activities. Other issues mentioned by commenters included:

- How goals are set;
- Validity of CUCP database;
- Lack of consequences for agencies not meeting DBE goals;
- Transparency of actual DBE/SBE utilization;
- Length of time needed to obtain DBE certification;
- Prime contractors having pre-identified DBE/SBE subcontractors making it extremely difficult to get work;
- Suppliers being considered dealers, thus allowing only a portion of participation to count towards DBE goals;
- Why procurements are evaluated the way they are;
- Central database or place where firms can find out about, and sign up for contracting opportunities for all the regional transportation agencies;
- Difficulty in identifying and establishing a working relationship with the prime contractors bidding on federally funded projects; and
- How to find out about upcoming contracting opportunities before bid issuance.





***Business Outreach Committee (BOC)***  
A Consortium of Bay Area Transit and Transportation Agencies

## **CONSULTATION MEETING 2016**

Tuesday, April 12, 2016  
2:30 p.m. – 3:30 p.m.

Alameda County Transportation Commission  
1111 Broadway, Suite 800 (Commission Rooms)  
Oakland, CA 94607

### **AGENDA**

1. Introduction/Background
2. Specific Questions
3. Input/Dialogue
4. Open Forum

**Proposed Roundtable Discussion Topics**

1. What has been your experience with the DBE certification program (or other certification programs)?
2. Are any of your constituents DBEs?
3. Does the program meet the needs of your constituents?
4. Do you have any race-neutral contracting practices to suggest?
5. What areas would you like to see the BOC focus on?

**The Business Outreach Committee includes Civil Rights Officers and Contract Administrators from:**





**PUBLIC PARTICIPATION MEETING 2016**  
**Establishing Overall Triennial DBE Goal for Federal Fiscal Year (FFY) 2016-2019**  
sponsored by the  
**Business Outreach Committee (BOC)**  
*A Consortium of Bay Area Transit and Transportation Agencies*

Tuesday, April 12, 2016  
4:00 p.m. to 6:00 p.m.

Alameda County Transportation Commission  
1111 Broadway, Suite 800 (Commission Rooms)  
Oakland, CA 94607

**AGENDA**

- 4:00 p.m. Welcome and BOC Background
- 4:05 p.m. Agency Introductions and Overview of Contracting Opportunities:
- Alameda County Transportation Commission (Alameda CTC)
  - Golden Gate Bridge Highway & Transportation District (GGBHTD)
  - Transbay Joint Powers Authority (TJPA)
  - Metropolitan Transportation Commission (MTC)
  - Bay Area Rapid Transit District (BART)
  - Alameda Contra Costa Transit District (AC Transit)
  - Central Contra Costa Transit Authority (County Connection)
  - Solano County Transit (SolTrans)
  - San Francisco Municipal Transportation Agency (SFMTA)
  - San Mateo County Transit District (SamTrans)
  - Marin Transit
  - Santa Clara Valley Transportation Authority (VTA)
  - Western Contra Costa Transit Authority (WestCAT)
  - Water Emergency Transportation Authority / San Francisco Bay Ferry (WETA)
- 4:25 p.m. Presentation: Downtown San Francisco Ferry Terminal Expansion (WETA)
- 4:40 p.m. Goal Setting Process
- 5:00 p.m. Public Comments, Questions/Answers

NETWORKING AND ADJOURNMENT



APPENDIX B – Publication



From: Luz Campos

Sent: Monday, June 20, 2016 10:35 AM

To: Web Updates <[WebUpdates@mtc.ca.gov](mailto:WebUpdates@mtc.ca.gov)>

Subject: Request

Hi team,

I need your help posting the attached report with the notification below, please post and title “Draft MTC FY 2016-17, FY 2017-2018, and FY 2018-2019 Disadvantaged Business Enterprises (DBE) Participation Level”

under: <http://mtc.ca.gov/about-mtc/doing-business-mtc/disadvantaged-business-enterprise-program>

If possible and it meets the requirements (if any) post also under: <http://mtc.ca.gov/whats-happening/news>

## **Disadvantaged Business Enterprises (DBE) Goal Notice**

**Effective Date: Monday, June 20, 2016**

In accordance with requirements of the U.S. Department of Transportation as set forth in 49 CFR Part 26, the Metropolitan Transportation Commission (MTC) hereby notifies the public that it intends to establish an overall goal of five percent (5%) participation by Disadvantaged Business Enterprises (DBEs) for Federal Fiscal Year 2016-2017 through 2018-2019 for Federal Transit Administration (FTA) funded projects.

Thank you,

*Luz Campos*

Purchasing Procurement Specialist  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
(415) 778-5390

For more information, visit our website at [www.mtc.ca.gov](http://www.mtc.ca.gov).